

It's Trade Timidity That Ails Hatters

They Like To Be Honest, They Claim, but Customers Just Insist on Those False Foreign Labels.

By SAMUEL HOPKINS ADAMS.

What's the matter with the hatter?
Apparently the matter is that he would like to be honest, but doesn't dare. He's afraid of you, gentle and general reader. Somehow he has got firmly fixed inside his own hat the conviction that you insist on having a fake label inside yours. Much as he would like, therefore, to revise his geography and cease selling Budapest velours imported from Newark, N. J., and British derbies smuggled across the Harlem from Danbury, Conn., he can't quite bring himself to it because he fears to lose your custom.

Uncomplimentary is a mild term for the fake labeler's opinion of his clientele. He thinks that you—his public—are either a fool or a knave, or both; that you cling to the knavery of going about under false colors, and to the foolishness of pretending that your American hat is imported, when this country makes better hats, in most grades, than Europe! If a restaurant keeper were to chop up his venison and sell it as corned beef hash we should say that he was—well, mad as a hatter. (Is it possible, by the way, that the mislabeling custom of the trade is ancient enough to throw light upon the origin of that obscure phrase?) Well, the label trickery of the local headgear business is about on a par with venison masquerading as corned beef, for sense and reason.

Credit Mr. B. H. Kaufman of the Kaufman Hat Stores with a step forward toward honest labelling; a somewhat hesitant advance, by no means a leap for a new standard, but still progress.

"It should be understood," writes Mr. Kaufman to The Tribune: "that my clerks are instructed not to sell American made hats as 'imported'—the foreign label appears in them because our customers like to see them there. In fact, they demand hats with a foreign label, knowing that they are made in America and that they never saw England or Austria. These labels are NOT put into my hats to deceive the public."

A BEANERY REMINISCENCE.

Perhaps NOT, as emphatically capitalized a NOT as Mr. Kaufman desires. Yet imagination checks a trifle at the picture of long lines of the Kaufman customers approaching his counters with the demand: "Give me an American-made hat with the Union trade mark under the band, and a label to the effect that this was specially imported by you from Budapest, Austria, for a hat without a lie in it I can not and will not wear!" However, Mr. Kaufman is entitled to his hearing.

"The comparisons drawn between me and the faker with whom Mr. Adams did business in his cub days does me a great injustice and proves the point. Mr. Adams knew he was getting a 'foreign label' and was, in a measure, party to the deception—Mr. Adams had a Dunlap label pasted in a hat so that he might not be ashamed of his 'dip' when he presented it to the 'check boy' at the 'beanery' he patronized in the 'good old days.'"

A fair hit, Mr. Kaufman. My hat—honestly labelled, this present one—is off to you. It stays off while you continue:

"In the future the only way a Kaufman Hat that is not, in fact, 'imported' will carry a foreign label is for the customer to specially request a hat with an English label. I sincerely thank Mr. Adams for taking up the question. It has always been my purpose to give the men of New York an honest run for their money—I am sure that I need no 'mere scrap of paper' pasted in my hats to help sell them."

Right again, Mr. Kaufman. The experts to whom I submitted your misbranded wares state that they are good value at the price asked, and need no fake labels or other artificial aid to eke out their worth.

Unfortunately, however, a week after the receipt of your letter I saw in your Forty-second Street Store a show window full of hats still flaunting the same old "Imported" fake! And in your Twenty-third Street shop

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JEALOUS, SHOOT GIRL AND HIMSELF

Youth, in Subway Station, Fires at Singer—She May Die.

As he stepped out of a train at the 121st Street station of the subway early this morning, Fred Ulmer, twenty years old, of 450 Fort Washington avenue, turned, and, whipping a revolver from his pocket, fired a shot at his companion, Ethel Odell, eighteen years old, of 736 West 181st Street. Then, turning the gun upon himself, he fired a bullet into his left lung.

Dr. Rosenberg took the youth and the girl to the Washington Heights Hospital. The bullet had gone through the base of her skull, and she is not expected to live. The youth's condition is critical.

Melchior Ulmer, a cigar manufacturer, of 75 Warren Street, father of the youth, said that Fred had attended Bellevue Medical School until he became infatuated with the girl, who was a singer at cabaret shows. A year ago, the parent asserted, his son gave up his studies.

Father and son had dinner at home last night. About 11 o'clock the younger Ulmer said he was going out for a while, and he came back before midnight. He went to meet the girl at the cabaret at which she was appearing and escorted her home.

The shooting was caused, the police believe, by the youth's jealousy after the girl had accepted the attentions of another.

The girl asked the police to notify her grandmother, a Mrs. Nolan, who lives in Yonkers, of the shooting. Her mother, she told the police, is at her grandmother's house.

The police are investigating a report that the girl was Ulmer's wife. They learned that she was one of a party who had dined last night at Bustanowicz's, Thirty-ninth Street and Sixth Avenue.

With the girl at the time of the shooting was Edward W. Kennedy, of the Hotel Somerset, who is held by the police as a material witness.

Metcalf's Comet Reappears.

Cambridge, Mass., Feb. 18.—The reappearance of Metcalf's comet, discovered in 1866 by the clergyman-astronomer of that name, was announced at the Harvard College Observatory to-night. The comet was found by Miss S. Leavitt on photographs made at the observatory on February 9 with the 13-inch Metcalf telescope.

NOTED INVENTOR DIES AT DANCE

H. Ward Leonard Stricken During Ball Given by Engineers.

Harvey Ward Leonard, of Bronxville, N. Y., an electrical engineer whose inventions have figured in the industrial development of the world, dropped dead at the Hotel Astor at 8:30 last night during a dance given by the American Institute of Electrical Engineers. Not one of the 300 guests knew of his death at the time when it occurred.

Mr. Leonard was seated at a table in the grand ballroom with Mrs. Leonard and his sister, Miss Greaves. While the festivities were at full height, Mrs. Leonard remarked to her husband that he appeared ill. "I have a splitting headache," he replied.

Accompanied by Mrs. Leonard and his sister he made his way to a small parlor adjoining the ballroom.

As Mr. Leonard tried to sit down he collapsed.

Dr. Stephen S. Burt, house physician at the Astor, was summoned. A few minutes later the stricken man died.

None of the engineers or their guests in the ballroom, including Mayor and Mrs. Mitchell, were told of the sudden death. The dance continued while Mr. Leonard's body was removed to an undertaker's shop. It is believed that death was caused by apoplexy.

Mr. Leonard's life had been devoted to the study of electricity, and his work had formed a substantial part of the development of that force. At twenty-three years of age he became associated with Thomas A. Edison as a member of the latter's personal staff of four engineers selected to introduce the Edison central station system. One year earlier, in 1883, he was graduated from the Massachusetts Institute of Technology.

In 1889 he became general manager of the light and power departments of the combined Edison departments of the United States and Canada, with headquarters in New York. Two years later he resigned to establish his own manufacturing business at Bronxville as the Ward Leonard Electric Company.

Mr. Leonard retired from active management of this plant ten years ago to give all his time to his duties as a consulting engineer.

Among Mr. Leonard's most noted inventions was his device for moving revolving turrets on a battleship and an electrical safety appliance for elevators in mines. The Ward Leonard system for moving turrets was adopted by the United States Navy after the Spanish-American War.

GREAT BEAR SPRING WATER—In the case of six glass stoppered bottles.

TWILIGHT TWINS ARRIVE

Answer Mother's "When Will Treatment Be Over?"

Twins were born yesterday to Mrs. Olga Ewald, a twilight sleep patient at the German Hospital, Williamsburg. The treatment was a complete success, according to the hospital doctors.

Dr. Carl Fulda, of 1179 Bushwick Avenue, when he learned that Mrs. Ewald, whom he was attending, was interested in the twilight sleep treatment, arranged to take her to the German Hospital, with which he is connected.

The first treatment was given Wednesday, and yesterday, when she became fully conscious, she glanced at the doctors and nurses and asked Dr. Fulda how soon the treatment would be over. For reply, the twins, a boy and girl, were placed beside her. The father, William Ewald, is a prominent resident of Flatbush.

MOTHER CRUSHED WITH HER CHILDREN

Tries in Vain to Save Baby from Wagon—Four in Hospital.

Too frightened to seek safety, a mother, her six-year-old boy and a baby girl in arms were injured late yesterday afternoon when a runaway wagon toppled over on them at Amsterdam Avenue and Manhattan Street. A man who was standing near was also hurt and was taken to Knickerbocker Hospital with them.

The injured are Mrs. Jennie Fisher, Harry Fisher and Tillie, who is five months old, and Isaac Borne, of 458 West 151st Street. The Fishers live at 436 West 126th Street, which is also the address of Harry Sanbick, the driver. He escaped injury, although thrown several feet.

Mrs. Fisher has a broken leg, which twisted under her as the heavy wagon fell and she tried to protect her baby. The baby's back is injured and she has internal injuries. Harry's knee and back are hurt and Borne's back has marks from the wagon. One hand is lacerated.

Sanbick, who works for the Cushman Baking Company, was on Broadway and 126th Street, when two subway trains passing and a pair of automobiles honking at the same time, frightened his horse. Dragging the reins from his hands, the animal galloped east in 126th Street, with the wagon careening behind. The driver got hold of the reins and tugged madly, but this only irritated the horse. Sanbick shouted, and the street soon cleared of playing children and their mothers and nurses. Sanbick's helper toppled from his seat and fled, without stopping to see what happened.

At the intersection of 126th Street, Manhattan Street and Amsterdam Avenue, Mrs. Fisher stood with her children. She had plenty of time to get out of the way, but apparently lost her head and did not move until the wagon knocked her to the sidewalk.

Temporarily halted by the collision, the horse was soon caught. Sanbick attempted help, righted the wagon and drove away.

TRIANGLE FIRE HIS RUIN

J. J. Asch, Owner of Building, Unable to Meet Mortgage.

South Norwalk, Conn., Feb. 18.—That the Triangle shirt shop fire in New York, in which many girl workers lost their lives, brought financial disaster to the owner of the building, Joseph J. Asch, was revealed here today, when action for \$500,000 was brought against Asch and his property in this place and in Saugateau placed under attachment.

The action is brought by Henry Lane Eno, son of Henry Clay Eno, who died recently.

Just before the catastrophe Asch took out two mortgages upon the Triangle block, the first for \$250,000 and the second for \$187,000. This second mortgage came due February 1 and could not be met; hence the suit.

Mr. Hayward pressed the witness as to why the commission had not taken more vigorous action to enforce its orders, which were being violated by the Interborough and other companies, and as to why it had failed to require the Brooklyn Rapid Transit Company to get additional elevated equipment.

Commissioner Williams had testified that it was the consensus of opinion that the Brooklyn company should not be required to get new cars, because it would soon have to get a larger type for the dual system. However, the hearings on the proposition were continued.

STUDENT STABBED IN LECTURE ROOM

Son of Physician Fatally Wounded by Rival for Class Honors.

Philadelphia, Feb. 18.—John Dickinson, a senior medical student in the Medico-Chirurgical College and son of a wealthy Trenton physician, was stabbed near the heart during a lecture in the hall, while the students were freezing because they had to ride on the platforms of elevated cars, "asked counsel. 'Wasn't it because, if you had made that announcement, indignation would have run high?'"

"Well," said Mr. Maltbie, "my idea is to take the public into your confidence. If you are wrong on your decision, accept the responsibility. If you are right, take the credit that should come to you."

The frankness with which the witness explained why the commission had not taken more drastic steps to compel the Interborough to obey the service order of the commission, which was continually violated for more than three years, rather startled Mr. Hayward, and the members of the committee.

In the first place, he stated that Commissioner Eustis, who had the enforcement in immediate charge, had frequently reported to the commission as to the way in which the company was disobeying it, and that the question was freely discussed. This was at variance with the testimony of other commissioners, who said they had never heard of these violations until last November or December, after which counsel was instructed to bring a mandamus proceeding against the company.

"The reply of some of the commissioners," said the witness, describing how he had argued with them for a strict enforcement of the order, "was that as we were trying to persuade the company to enter into arrangements for an enlarged system, it would be unwise to invite them on one hand and hit them over the head with the other for their poor service. They took the stand that, while the negotiations were going on, we should get the best service we could."

The Commissioner explained that he

P. S. C. WINKED WHEN SUBWAY CO. DIDN'T OBEY

Disregard of Orders Overlooked to Protect Tube Plans.

MALTBIE OPPOSED BOARD'S ATTITUDE

Other Members Decided, "Unwise to Invite with One Hand and Hit with Other."

Commissioner Milo R. Maltbie, termed "The Last of the Mohicans" by William Hayward, counsel for the legislative Public Service Commission, went on the stand before the investigators yesterday. Designated in this fashion because he is the last of the original five Commissioners appointed by Governor Hughes when the commission was established, in 1907, to remain on that body, he was the last of the present five to go under the probe of the committee.

"Every Commissioner we have had on the stand," said Mr. Hayward at one stage of the proceedings, "has said, 'You can't blame this or that on me. It happened before I came on the commission.' Now, Mr. Maltbie, you go back to the antediluvian period. You can't fall back on that excuse. I've been waiting for you."

Allowing that he certainly couldn't hide behind any such shelter, the Commissioner took up the challenge of the investigator and had an answer for every question, although it may be said some of them did not seem entirely satisfactory to Mr. Hayward.

Maltbie Faces Hard Test.

True it was that counsel did not question the witness as savagely as was the case with some of the former commissioners, but he did not neglect to ask some broad and searching questions.

Self-possessed and bland, the commissioner leaned back in his chair or rested both arms on the table in a studied and a softly modulated monotone. Only once did he raise his voice, and that was for emphasis and not through anger. It was Senator Tompkins, the sarcastic chairman from Niagara County, who caused this.

"Have there ever been any final orders in gas or electric cases in the last seven years?" was the question.

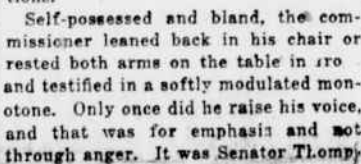
The infection indicated that the Senator thought there had been none, and he said so a moment later. These cases have been the special care of Mr. Maltbie.

"May I hear that again?" asked the commissioner, copying his ear in the direction of the chairman, and in the attitude of mock surprise.

The question was repeated, and Mr. Maltbie shot back a vigorous affirmative answer. He then enumerated the cases. The delay in the settlement of the so-called Edison rate cases was not taken up, but the commissioner will be on the stand again to-day.

Sullivan, Nerve Gone, Totters from Prison

DAVID A. SULLIVAN, PAROLED BANK-WRECKER, WITH HIS SON DAVID A. SULLIVAN, JR., LEAVING SING SING AFTER TWO YEARS' IMPRISONMENT (WITH THE EXCEPTION OF THE AUTOMOBILE RIDES HE TOOK AS FORMER WARDEN MCCORMICK'S CHAUFFEUR).



Two years in prison has made a changed man of David A. Sullivan, the Brooklyn bank wrecker. In 1913, when he was convicted, after an indictment that had dragged along for many months, he was quite a jaunty figure. He dressed well and he wore a boutonniere. Few who knew him well then would have recognized the man who tottered out of a train at Grand Central Terminal yesterday.

Bank Wrecker, Supported by Son and a Detective, Is Brought Back to Jail in Brooklyn

Fears He Can't Stand Another Trial.

Sullivan had just been released on parole, and was automatically turned over to a detective, who bore grand larceny indictments from District Attorney Crosey's office. He was taken immediately to Brooklyn and arraigned, but as he said he had no counsel, he but as he said he had no counsel, he was remanded to the Raymond Street jail, for last night, at least. It was said he would make application for bail to-day, although he said yesterday in Sing Sing:

"I don't know where in the world I'd get bail. I haven't even been able to pay my attorney, Mr. Manton, anything."

Sullivan Back in Brooklyn.

Sullivan was paroled in the custody of and at the discretion of the Warden of Sing Sing Wednesday by the Parole Board. He remained at the prison all night. Warden Osborne had informed District Attorney Crosey's office, and had received word that a detective would be sent. But no one knew when the officer would arrive until a newspaper man learned over the telephone that Detective Roddy had started for Sing Sing on the noon train.

Earlier in the morning Sullivan made a formal statement, saying he thanked the Parole Board "for treating him as any other prisoner," and

5,000 IN ATTEMPT TO MOB EX-PRIEST

Paterson Crowd Checked by Police and Firemen—Stones Thrown.

Paterson, N. J., Feb. 18.—The combined efforts of the police and fire departments were necessary to quell a mob of 5,000 people which gathered about the auditorium in Ellison Street determined to break up the meeting of L. J. King, anti-Catholic speaker, who was for twenty-five years a priest.

Sixty reserve officers, in charge of Captain McBride, cleared the streets about the building of people, while about twenty-five were held in reserve at headquarters in case of emergency.

One of the supply wagons from central fire headquarters was stationed at the corner of Ellison and Paterson streets, where several lines of hose were attached to hydrants, and the firemen waited to play water on the mob should they become unmanageable.

Shortly after the meeting started an effort was made by the mob to rush the hall, but was blocked by some policemen, who stood at the doorway with nightsticks and threatened the

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U. S. STANDS FIRM ON PROTEST IN FACE OF GERMANY'S REPLY

Will Still Hold Kaiser to Strict Accountability for Harm to American Ships—War Rates Jump in London.

WASHINGTON'S CONCERN INCREASES

London Interprets Germany's Answer as Insult to Our Intelligence and as Containing Threats—War Rates Jump.

There will be no change in the position taken by the United States in its original protest to Germany against the implied menace to American ships in the decree proclaiming the war zone around Great Britain. This was the decision reached by the State Department yesterday, after reading Germany's reply to the protest. If an answer is made to the note it will reiterate that Germany will be held to strict accountability for any harm to American ships and will decline to accept the suggestion of war-ship convoys for American merchantmen.

So far as is known, no incidents have yet marked the opening of Germany's submarine blockade of the British Isles, although it has been in force for nearly twenty-four hours. Nor has the British government thus far announced its promised retaliatory measures.

Regular steamer services across the English Channel were interrupted, however.

Insurance rates showed no increase, but policies covering a declaration of war between the United States and Germany within six months took a big jump in London. Premiums of 20 per cent were paid.

London, Feb. 19.—A lifeboat was picked up early this morning on the Goodwin Sands, off the Kentish coast. It belonged to the Spanish steamer Horacio, which left Bilbao a week ago for Hartlepool. The Horacio is overdue, and it is feared that she is the victim of a German mine or torpedo.

"THE DAY" PASSES QUIETLY IN LONDON

German Threats Result in Stoppage of Cross-Channel Service.

London, Feb. 19.—"The day" has come and gone and nothing, so far as is publicly known, at least, has happened in the area which Germany has proclaimed a war zone. Perhaps it is too soon, perhaps the stoppage of the Channel services, for which German submarines would be likely to lie in wait, may have prevented any catastrophes.

For the moment Germany's threats have accomplished something through the precautionary interruptions in the regular services. It is probable that it will take two or three days for matters to adjust themselves to the new conditions, after which, it is expected, things will be back to normal, except that skippers will train themselves in the game of dodging submarines.

Thus England still awaits the fulfillment of Germany's threats. The Tribune correspondent has it on high authority that naval experts fear more far more than submarines, and it is likely, impossible to say, indeed it is likely, that German mine layers flying neutral flags and disguised as fishing vessels have already strewn some mines, although there is no absolute confirmation for this.

Precisely what England's counter-move will be remains unannounced, although there is reason to believe that a decision has been reached by the Cabinet. There is no reason to change the view already expressed in these dispatches that England's action will be a complete interruption of all commerce with Germany by placing more articles on the list of absolute contraband.

Germany's reply to the United States heightens the belief that trouble between the two countries is likely, although it is admitted that the actual destruction of an American ship may be needed to bring America to the point of making a declaration of war.

Idea of Convoy Ridiculed

It is not considered that Germany's response is a satisfactory answer to American demands for assurances regarding the safety of American ships and lives. The suggestion of a convoy and a possible solution of the problem, which seemed rather to depress than to exhilarate him.

Two newspaper photographers hovered in front of the group trying every two or three minutes to get pictures.

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SHELLS FALL NEAR LIPTON IN BELGRADE

Sir Thomas's Host Killed—Austrian Guns in Semlin Silenced.

Belgrade, Feb. 17 (via London, Feb. 18).—Belgrade was fiercely bombarded this afternoon by the Austrians from Semlin, across the River Save, which marks the frontier. Many buildings were destroyed and a number of people were killed and wounded.

Sir Thomas Lipton, who is on a visit here, had a narrow escape while he was driving through the streets. A shell fell within twenty yards of him. One of Sir Thomas's Serbian hosts was killed while driving to a hotel for dinner.

Prince Paul, King Peter's nephew, and the correspondent of The Tribune were talking near the palace a shell landed a hundred yards away, wrecking a building and killing two persons.

The Servians replied to the Austrian artillery attack by bombarding Semlin. The Austrian guns were silenced and the Austrians sent a message that they were driven off. Many buildings in Semlin were destroyed.

That Germany does not consider the note received to-day to be her complete and final answer to the American protest is regarded here as evident, because there was not included in it any suggestion that American vessels would be safer if, when approaching the limits of the war zone at night or in the afternoon, they have to and awaited the coming of sunrise so that a full period of daylight might be enjoyed in making port. It is known that Germany has this suggestion in mind and that at one time its inclusion in the note made public to-day was considered. That it has been withheld is believed to be due to the fact that Germany did not wish to put all her diplomatic eggs in one basket. It is the one suggestion thus far understood to be considered as a modification of the war zone proclamation which might receive considera-